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PRICES WELL SUSTAINED.

ALTHOUGH OFFSHORE HADDOCK
MADE DROP AT T WHARF
THIS MORNING.

Two more of the offshore fleet struck T wharf yesterday after the morning report and both had fine fares, sch. Conqueror having 72,000 pounds and sch. Morning Star 68,000 pounds. This morning four more of the big fellows are in with catches ranging from 48,000 to 57,000 pounds and three out of the four, schs. James W. Parker, Hortense and Susan and Mary, all go from one concern, the Atlantic Maritime Company. Beside the offshore vessels eight of the market boats are in, most of them with small catches.

The price on offshore stock is off, but the buyers are keeping live shore goods up in the air all right. Offshore haddock brought \$2, and shores \$4. Large cod went at from \$4.25 to \$5.10. Hake were \$5.10 to \$7.50 and pollock hung on to the \$4 mark.

Boston Arrivals.

The fares and prices in detail are:

Sch. Warren M. Goodspeed, 2000 haddock, 1000 cod, 1000 pollock.

Sch. Elva L. Spurling, 1000 haddock, 1000 cod, 500 hake.

Sch. Jeanette, 14,000 haddock, 1000 cod.

Sch. James W. Parker, 48,000 haddock, 9000 cod.

Sch. Hortense, 40,000 haddock, 8000 cod.

Sch. Susan and Mary, 42,000 haddock, 9000 cod.

Sch. Marguerite, 1500 cod.

Sch. Fitz A. Oakes, 4000 cod.

Sch. Matthew S. Greer, 6000 haddock, 6000 cod, 1000 pollock.

Sch. Alice, 4000 haddock, 4000 cod, 5000 hake, 8000 cusk, 2000 pollock.

Sch. Flora S. Nickerson, 30,000 haddock, 23,000 cod, 3000 hake.

Sch. Conqueror, 65,000 haddock, 7000 cod.

Sch. Morning Star, 60,000 haddock, 8000 cod.

Sch. Sadie M. Nunan, 8000 haddock, 1000 hake.

Offshore haddock, \$2 per cwt.; shore haddock, \$4; large cod, \$4.25 to \$5.10; market cod, \$2.50 to \$4.25; hake, \$5.10 to \$7.50; pollock, \$4; cusk, \$2.85.

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HIGHLINERS OF BOSTON FLEET,

RECORD MADE IN THE FRESH
FISH RECEIPTS AT T
WHARF.

Receipts of fresh fish at Boston during 1910 were the largest ever, according to the annual report of the Boston Fish Bureau. The amount landed direct from the fishing fleet totalled 102,059,154 pounds, as against 92,034,750 in 1909. The previous record year was 1905, when 101,306,695 pounds were landed. The fish last year brought in 5000 trips, also the greatest during the 36 years of the Fish Bureau.

The report chronicles a "fair degree of success during the year just ended attending those engaged in the fishing industry." Exceptionally good trade marked the opening of the year, and among the contributing factors were the high prices for beef and the excellent quality of the fish placed on the market. The Lenten trade was the best ever enjoyed by the dealers.

The report sounds a warning note regarding clams. Prices are advancing, it says, owing to the growing scarcity, each year, and unless action is taken by the Legislatures of Massachusetts and Maine towards protecting this shell fish, it is feared they will become extinct.

In the report the following splendid stocks are credited the Boston market:

Sch. Mary C. Santos, Capt. Manuel C. Santos, \$50,000.

Sch. Thomas S. Gorton, Capt. William H. Thomas, \$45,000.

Sch. Matchless, Capt. Frank Gaspe, \$42,500.

Sch. Josie and Phebe, Capt. Lawrence Norris, \$42,400.

Sch. Gladys and Nellie, Capt. Frank Watts, \$40,693.

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Sch. Mary E. Cooney, Capt. Frank Cooney, \$35,000.

Sch. Robert and Arthur, Capt. Julius Anderson, \$35,000.

Sch. Elizabeth W. Nunan, Capt. Frank Nunan, \$34,000.

Sch. Warren W. Goodspeed, Capt. George Perry, \$33,332.

Sch. Victor and Ethan, Capt. Herbert Nickerson, \$22,000.

The report gives the following interesting table of receipts at Boston for the past eight years:

	Groundfish.	Other Fish.	Total.
1903	74,039,854	6,227,007	80,266,872
1904	75,920,980	6,173,186	82,094,163
1905	94,184,930	7,111,765	101,306,695
1906	86,965,350	2,737,020	89,693,370
1907	81,104,480	6,000,556	88,111,036
1908	85,036,450	6,841,130	91,877,580
1909	89,931,850	5,152,900	92,034,750
1910	100,232,968	1,826,186	102,059,154

The number of arrivals each year was as follows: 1903, 3818; 1904, 4056; 1905, 4280; 1906, 4505; 1907, 4383; 1908, 4500; 1909, 4072; 1910, 5060.

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Duties on Nova Scotia Fish.

The Clark's Harbor, N. S., Coast-Guard says:

"Speaking about reciprocity the other day, Fred T. Nickerson of the well-known fish firm of F. T. Nickerson & Co., Clark's Harbor, said "Other local curers and myself made an estimate, lately of the customs duties paid on last year's out-put of boneless cod from this island alone. It is safe to put the amount at \$8000. It is a very simple thing to compute. We know how many boxes we shipped, and at 35 cents a box the calculation is sure. Now, our sales returned us just that much less than the selling price. In other words, our several enterprises here helped enrich the Washington treasury to that extent, while if you reckon in the fresh fish exported from this island, in the same period—though not a flush year—the total loss to Cape Island labor would be about \$15,000."

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VESSELS REPORT BAD WEATHER.

LARGE COD FOUND UNUSUALLY
PLENTIFUL ON QUERO
BANK.

Two crafts came along from offshore yesterday, both with small trips and each with the report of the hardest kind of weather to the eastward. Sch. Claudia was from Quero Bank, and Capt. Gouvereau says he never saw anything like it in all his going fishing. When it did not blow a gale, it blew so hard that the men could not fish.

Recently he spoke schs. Waldo L. Stream, Teazer and Selma.

The former had been gone three weeks from home and had had her lories over the side but once, while sch. Teazer had had but two sets and both of them were short ones.

Capt. Gouvereau says that there seemed to be a good look of fish on the ground, but the weather precluded all chances of getting anything like a decent trip.

He also reports two things which are certainly unusual for this season of the year. On the southeastern part of Quero Bank, in 35 fathoms of water, while having a try with hand-lines, the crew began to haul in great big codfish, a pair at a time. A set was had, but the weather was so bad that only two skates to a dory could be set, and when the crew hauled back there was a codfish on every hook and that short set netted 12,000 pounds of salt cod, showing that the fish must have been very plentiful there. Also, on the "Middle Ground," to the northward of Sable Island, the captain reports the water literally alive with great shoals of the largest kind of sea herring.

Sch. Jubilee, one of the Georges handline fleet, brought in a small catch, Capt. Swim reporting bad weather.

About all of the shore fishing fleet, except the pollock seiners, went out during the night, but the wind is to the southward and eastward outside and quite a bit of snow falling, so the chances are very much against them getting a set. All are anxious to get some fish this week, as last week they had hardly an opportunity to make a dip and they know that it looks like high prices all the week, both at this port and at T wharf.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Claudia, Quero Bank, 10,000 lbs. halibut, 12,000 lbs. salt cod, 4000 lbs. fresh fish.

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Sch. Jubilee, Georges, handlining, 6000 lbs. salt cod 5000 lbs. fresh cod, 3000 lbs. halibut.

Steamer Bethulia, shore.

Sch. Mabel Bryson, shore.

Sch. Fitz A. Oakes, shore.

Sch. Susan and Mary, via Boston.

Steamer Prince Olaf, shore, 6000 lbs. fresh fish.

Steamer Mindora, shore, 4000 lbs. fresh fish.

Steamer Nomad, shore, 11,000 lbs. fresh fish.

Steamer Quoddy, shore, 2000 lbs. fresh fish.

Sch. Emily Cooney, shore, 6000 lbs. fresh fish.

Sch. Flora J. Sears, shore.

Vessels Sailed.

Sch. Helen B. Thomas, haddocking.

Sch. Mary DeCosta, haddocking.

Sch. Belbina P. Domingoes, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Emily Sears, haddocking.

Sch. Annie and Jennie, haddocking.

Sch. Harriet, haddocking.

Sch. Jeanette, haddocking.

Sch. Matthew S. Greer, haddocking.

Sch. Edith Silveira, haddocking.

Today's Fish Market.

Georges handline salt cod, \$5.55 for large and \$5.00 for medium.

Bank halibut 13½¢ per lb., for white and 11¢ for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50c.

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PLENTY OF FISH AT T WHARF.

DEMAND, HOWEVER, IS GOOD
AND PRICES ARE WELL
SUSTAINED.

T wharf certainly has fish enough this morning to supply all the demands made upon its dealers. With seven big off-shore fares and 16 of the market fleet in also, and some of them with extra good catches there will be enough to go around, and perhaps some over for Tuesday.

Sch. Mary F. Curtis heads the list with a splendid catch of 86,000 pounds and Capt. Curtis will make a fine stock sure. Schs. Slade Gorton and Lucania have about 80,000 pounds each, sch. Elmer E. Gray, 70,000 pounds, sch. Fannie Belle Atwood, 65,000 pounds, sch. Esperanto, 50,000 and sch. Alice M. Guthrie, 60,000 pounds.

Some of the market boats have been fishing down off Chatham and struck good hauls. Sch. Athena has 16,000 pounds and sch. Victor and Ethan, 25,000 pounds. Sch. Aspinet has been off in another direction and has 33,000 pounds, 26,000 pounds of which are hake and cusk. Her check will be a big one.

Considering the amount of fish in prices are as good, if not better than could be expected. Off-shore haddock sold at \$2.25 and \$2.50, with shore haddock at \$4.75 to \$5.25. Large cod brought \$5 to \$5.50, while hake still held the banner position, being quoted at from \$4 to \$6.75. Pollock were \$4 and \$4.50.

There were 90 arrivals at T wharf last week and they brought in 1,923,200 pounds of fresh fish. For the corresponding week last year there were 83 arrivals with 1,822,800 pounds of fish.

Boston Arrivals.

The receipts and prices in detail are:

Sch. Fannie Belle Atwood, 40,000 haddock, 25,000 cod.

Sch. Athena, 16,000 haddock, 1500 cod.

Sch. Aspinet, 4000 haddock, 3000 cod, 10,000 hake, 16,000 cusk.

Sch. Lucania, 60,000 haddock, 16,000 cod.

Sch. Slade Gorton, 65,000 haddock, 15,000 cod.

Sch. Elmer E. Gray, 55,000 haddock, 15,000 cod.

Sch. Alice M. Guthrie, 50,000 haddock, 9000 cod.

Sch. Flavilla, 8000 haddock, 1000 cod, 2000 hake, 5000 cusk.

Sch. Manomet, 3000 haddock, 600 cod, 6000 hake.

Sch. Mary E. Cooney, 9000 haddock, 2000 cod.

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Sch. Valentima, 2000 haddock, 500 cod.
 Sch. Mildred V. Nunan, 3000 haddock.
 Sch. Nokomis, 2000 haddock, 700 cod, 2000 cusk.
 Sch. Victor and Ethan, 20,000 haddock, 2800 cod, 1000 hake, 1000 pollock.
 Sch. Gladys and Nellie, 5000 haddock, 1200 cod, 3000 hake, 4000 cusk.
 Sch. Walter P. Goulart, 7000 haddock, 1500 hake.
 Sch. Ethel B. Penney, 4000 haddock, 400 cod, 5000 hake, 3000 cusk.
 Sch. Little Fanny, 2200 cod.
 Sch. N. A. Rowe, 1500 cod.
 Sch. Mary Emerson, 2000 cod.
 Sch. Washakie, 8000 haddock, 2000 cod, 900 pollock.
 Sch. Esperanto, 46,000 haddock, 10,000 cod.
 Sch. Mary F. Curtis, 80,000 haddock, 6000 cod.
 Offshore haddock, \$2.25 to \$2.50 per cwt.; shore haddock, \$4.75 to \$5.25; large cod, \$5 to \$5.50; market cod, \$3 to \$4; hake, \$4 to \$6.75; cusk, 2.50; pollock, \$4 to \$4.50.

Portland Fish Notes.

The only sizable fare of fish landed at Portland Friday was brought in by the schooner Albert D. Willard, she having about 4000 pounds. She came in with her mainboom broken, it having snapped while jibbing off Seguin on Thursday afternoon, the main ball parting and causing the boom to swing against the main rigging with great force. The men were out in their dories at the time this occurred, but Capt. Doughty managed to pick them all up, running the schooner under jib and foresail. The boom was spliced, and will be used for a short time until a new stick can be procured.

Blizzard at Newfoundland.

Newfoundland is in the grip of the worst blizzard that has been known on the island for 30 years. The storm has been in progress for two days and already railroad, steamboat and street car traffic is practically at a standstill. The snowfall is the greatest in recent years. Last night there was no indication of a let-up and it is feared that the sealing fleet, which is due to begin operations on March 13, may be delayed, with serious results to the industry.

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Halibut Sales.

The fares of halibut of sch. Jubilee and Claudia sold to the New England Fish Company at 13½ cents per pound for white and 11 cents for gray.

Salt Mackerel Imports.

Imports of salt mackerel at Boston of the catch of 1910 are 33,326 barrels to date, against 30,880 barrels to date in 1910 of the catch of 1909.

Fishing Fleet Movements.

Sch. Massachusetts arrived at Yarmouth, N. S., Thursday last and cleared for the banks.

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CLAMMING IN THE MISSISSIPPI.

Bivalves Assist in the Operation of Getting Them Out of River Bed.

The taking of clams from the Mississippi river is peculiar, says the Des Moines Register and Leader. A long gas pipe is secured and all along this at regular intervals are attached a number of wires. These are dragged along the bottom of the river and as soon as they touch a clam it closes up and holds fast to the wire.

They are brought to the surface and detached and another batch fished for. At present the water is so low that they can be picked from the bottom of the river by the basketfuls. Large numbers of clam hunters make a barrel of money during the season in this way.

The pearl button manufacturers are becoming apprehensive that the great number of shells which have been taken from the river will almost deplete the species, and will do all in their power to secure the passage of legislation during the next session of Congress looking to the curtailment of clam hunting with nothing else in view but pearl hunting.

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PACIFIC COAST HALIBUT INDUSTRY.

Past Year the Most Successful in the History of the Business.

The Pacific Fisherman, in its "annual" number, just issued, has among other interesting articles one on the summing up of the halibut fishing season on the Pacific coast for the year just closed. The article is an authoritative one and the excerpts from it printed below will be found interesting and instructing. The article says:

The past year has been the most successful in the history of the Pacific Coast halibut industry, both in relation to the amount of fish caught and handled and in the prices received. In all 56,006,376 pounds were landed, 22,500,000 pounds of this being handled through British Columbia ports and the balance through the ports of Puget Sound.

Had the fall and winter season of 1910 held up to the average it is likely that this figure would have been greatly exceeded. As it was, bad weather, poor fishing and a shortage of bait had their effect in reducing the catch and offsetting to a considerable extent the most successful summer fishing season on record.

When the year 1910 was ushered in the fishing vessels were having a fairly good winter, having discovered new banks off North island, just north of Graham Island. From these banks and other fishing grounds that proved productive, the vessels were able to secure fairly good catches. Later in the spring the fish moved and the boats were forced to look elsewhere. Just about this time the Goose Island banks commenced to prove productive and for many months the yield was prolific. During the summer months fish seemed to be abundant in a score of different places. The boats fished everywhere—at Cape Scott, Sydney Inlet, off Flattery, and up the west shore of Vancouver island. The Puget Sound steamers did a great part of their fishing at Sydney Inlet, but from all over the fishing grounds record cargoes were brought in and the price dropped down to rock bottom.

Good fishing continued well into the fall until the winter storms set in. Beginning about November 1, however, the weather grew bad, and fishing on the banks was difficult. A shortage of bait added to the difficulty of the fishermen and worst of all, the fish gradually seemed to disappear from the banks. Cargoes gradually fell off, trips became longer and the price of halibut started to soar. The condition continued to grow worse until in January of 1911 a

Record Price of 10½¢ Was Reached in the Seattle and Vancouver markets. While fishing, at the time this journal is going to press, had improved, and the price had dropped somewhat, the situation as yet was far from satisfactory.

In spite of the big catch during the summer months the halibut demand continued good and the shipments were moved out readily. Anticipating the shortage this winter, the wholesale dealers having cold storage fa-

cilities proceeded to freeze large quantities of fish while it was abundant. Larger amounts were frozen and stored than ever before, but in spite of this fact so acute has been the shortage during the winter months that the present outlook indicates a complete cleanup.

The steamer fleet was augmented in April by the addition of the new steel vessel Roman, which was brought around from England by the British Columbia Packers Association of Vancouver. This boat is 145 feet long, 24-foot beam, with steam engines giving 112 h. p. and a speed of 12 knots. She is one of the most modern and best equipped boats in the fleet and in England where she came from was considered one of the best in the halibut fleet.

No other steamers were added during the year, although a new boat, the Independence, a 138-foot, 14-dory steamer, has recently been launched by Crawford & Reid at Tacoma which it is understood, will shortly be entered in the business.

The American Tug Boat Company also converted the Mary D. Hume, one of the largest log towing boats on the sound, into a halibut steamer.

Many Gasoline Schooners Added to the Fleet the Past Year.

The most marked development has been in the gasoline schooner fleet. During the past year most of the old schooners that were not already equipped with gasoline engines have taken on power and over a score of new auxiliary schooners and sloop-rigged power fishing vessels have been built for this industry. In fact, it might be said that the success of these vessels has created what might almost be called a boom in the gasoline halibut boat business.

Most of the new craft built have been of the latest and most approved Gloucester models, large, substantial, seaworthy and heavily powered. Some of the boats range over a hundred feet in length and are capable of good speed. They make the trips in almost as good time as the steamers, owing to the fact that they are able to get around more readily on the banks, and return with almost one-half the cargoes on an operating expense of about one-third. In fact, this type of vessel has been so successful that the big wholesale companies which previous to this year have confined themselves to the operation of steamers, have commenced adding schooners to their fleets.

The first of these was the "Comet," built and operated by the San Juan Fishing & Packing Company, of Seattle. This vessel has been so successful that the company is figuring on building additional boats of the same type. The New England Fish Company is also building a gasoline schooner for use in connection with its Ketchikan plant.

It is also understood that several of the other companies are figuring on boats of this type for operation during the coming year.

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ROUSING FARES OF POLLOCK.

SCH. MARION TURNER HAS 40,000 AT PORTLAND AND LITTLE FANNIE 22,000 AT BOSTON.

The pollock seining fleet is all excited over the fare landed at T wharf yesterday by sch. Little Fannie, Capt. Charles Nelson. The craft had 22,000 pounds of fine new pollock, which she had seined somewhere off here, and the fact that her catch at T wharf was incorrectly reported as 2200 pounds of cod was soon discovered, and a telephone message soon brought to the skippers here the news of her big catch.

To add to this, word was received this morning that sch. Marion Turner was at Portland yesterday with 40,000 pounds of pollock, the largest catch of the season, and seined off Boon Island.

This will give new courage to the men of the fleet as they have done but little up to date, the continual bad weather having made it almost impossible to do much of any fishing, although quite a lot of fish have been seen.

Pollock are high in price and will continue to be for quite a while as the market for this species of fish is steadily broadening and lots of trips can be handled for quick consumption before recourse to the splitters will be necessary and the price to split is sure to be pretty good also.